

invaded the Club's quarters, where the ball was given to him, who scored a try after making a corker-like run. Benn failed badly in trying to place a goal from a good position. The navy tried all they could to equalize, but the defence of the Club was too good, and a capital game ended in favour of the H. K. F. C. by a score of 16 points to 3.

Hancock played a great game, although it would be difficult to place him ahead of Gibbs, who is a sterling player and did well, his sprints were good, and at times his tackling was also. In the latter though, he has yet to learn to tackle his man low, for Gibbs two or three times handed him off when he tried to collar him high. A nip of the build of Gibbs must be tackled by the legs to bring him down. Hall is a good three-quarter, but, somehow, yesterday he did not get chances to shine. Strong was about the best of the halves. All the forwards worked hard, but Benn and McMurrie were perhaps the most prominent. The teams were as follows:—

H. F. C.
Hancock, Duck, Cox, Wilkinson,
Williamson, Stevens,
Castle, Loring, Lewis, Izat,
Morrell, McMurrie, Higgin, Deacon.

NAVY.
Benn, Austen, Aldridge, Ballard,
Brook, Kane, Doig, Davidson,
Hexter, Strong,
Bell, Gibson, Hall,
Thomas.

NEWS FROM JAPAN.

(From Japan Papers.)

Miller's Last Appeal.

Robert Miller, as stated in a Tokyo telegram published in our issue of the 16th instant, has availed himself of the three days' grace given him to appeal against his conviction. It will take several months before the case is finally adjudged.

Strike of Iron Workers at Yokohama.

The operatives in the Iron Works at Yokohama applied to the Guild of the Iron Works on the 15th instant asking that their wages, which are at present 70 sen a day each, should be raised to 90 sen. The application was refused, and the men in consequence struck work at noon on the 20th. On their assembling at Makuzagahara the police officials tried to disperse them, but in vain.

Increase in Tobacco Crop.

The new crop of leaf tobacco now being received at the various monopoly offices in the Empire shows a large increase over the figures for last year. The total quantity of the leaves to be received throughout the Empire is estimated at least 13,500,000 *kwanme* (about 13,129,000 lbs.), which is an increase of 46 per cent.

The Case of the "Tamba-Maru."

The delay in dealing with the charge against Mr. Kent and the counter-charge against the Quartermaster of the *Tamba-Maru*, says the *Japan Gazette*, is little short of a scandal. The occurrence took place on the 28th Sept., and the vessel arrived in Yokohama on the 3rd ult. At midnight on the 9th the officers implicated were, with the exception of Mr. Kent, arrested, the charge against them having been laid on the 6th. Mr. Kent was not taken into custody until the 10th, and on finding substantial security for his appearance on the hearing of the case he was admitted to bail. The charge against the other officers had in the meantime been dismissed; they were, nevertheless, requested to hold themselves in readiness to give evidence when the case against Mr. Kent should be brought before the Court. As before been stated, these gentlemen had all been distributed amongst various vessels, and the loss and inconvenience to them must be very considerable. Up to the present they have not had any intimation as to when the hearing of the case will take place, and in consequence they are detained in Yokohama for an indefinite period.

The Iron Market in Japan.

According to the *Osaka Mainichi*, the iron market has been generally active for some time past, and iron of all descriptions is especially in demand. The advance in the price of iron in Europe and America last Spring made the Japanese dealers hesitate to issue orders, with the result that there is a scarcity of stock. The dealers, at whose expense orders are sent, are in consequence considered an unfavourable moment, and they anticipated losing by the transaction. This anticipation was not fulfilled, however, as owing to the price in the European and American markets continuing to advance, and the demand in Japan continuing to increase, an unexpected profit was realised. Iron pipes of 2 to 3 inches in diameter are in especially good demand, owing to their extensive use in the petroleum industry in Echigo province. They are now being sold at any price the holders ask.

The Dysentery Epidemic.

A SHOCKING DEATH ROLL.
Investigations made on the 17th inst. by the Sanitary Bureau in the Home Department showed that the total number of cases of dysentery throughout the Empire since the outbreak of the disease this year was 90,208, of which 18,566 ended fatally. This was an increase of almost 6000 cases as compared with the corresponding period of last year. About 2,000 fresh cases and deaths are still reported daily throughout the Empire. The prefectures where more than 10,000 cases are reported are Niigata and Iwate, and the places where between 1,000 and 8,000 are reported, are Tokyo, Kyoto, Kanagawa, Hyogo, Satsuma, Chiba, Tochigi and thirteen other prefectures. On the 15th inst. a case of dysentery took place on board the battleship *Chiyuri*, now in harbour here. The patient was immediately removed to the Infectious Diseases Hospital, and the vessel was thoroughly disinfected.

Notice to Mariners.

The following Notifications No. 279 and 280 of the Department of Communications have been issued:—

URAGA CHANNEL.—EXHIBITION OF TEMPORARY LIGHTS ON THE PORT NO. 3.
Notice is hereby given that the Staffs Light established by the War Department of Port No. 3, Hashirimizuki, Bay of Tokyo, has been broken up by the storm on the 7th of October, and a fixed Red Temporary Light exhibited from the 8th of October. The Temporary Light which illuminates the whole area is 5 feet high from the base of the light. The elevation of the Temporary Light above the sea is 41.5 feet.

KITA-NAKANE BUOY.—POSITION CHANGED.
Notice is hereby given that Kitanakane Buoy, moored at the East of Natsushima, Miura District, Province of Sagami, Kanagawa Prefecture, has been re-positioned 3 1/2 cables south-eastward of its former position. The Buoy is now in 51 fathoms of water at Low Water Spring

Tides.—The Buoy lies in the line drawn from Katsurikisaki Beacon to Tadokasi, bearing S. 25° E. (true). The cross bearings taken from the Buoy are as follows:—
Hashima.....S. 38° W. (true).
Yeboshijima.....W. (true).

The Foreshore Question in Yokohama.

The *Chuo* issued an express recently reporting that the charter for reclaiming the foreshore of the Bluff Settlement, Yokohama, from Negishi-mura to the end of the creek Ward Office, Tokyo. This puts an end to the desperate competition between two parties, one Mr. Oyama's party and the other the Yokohama-gumi, the latter consisting of a number of Yokohama citizens, which reached its climax at the beginning of this month. Justly speaking, the Yokohama-gumi were entitled to claim the charter, taking into consideration that the party were the first applicants for the work and indefatigably continued their movement from 1889 till the present time, in the course of which an arrangement was made with the City Office, which latter agreed to leave the work entirely in their hands, on the terms that 2,000 *tsubo* and 5,000 *tsubo* of the reclaimed land were to be added gratis to the city and the prefectural properties respectively. A few years later, when Count Itagaki was Minister for Home Affairs, succeeding Count Kabayama, the promoters applied to the Home Department for the prompt issue of a charter for the work, but the Count refused the request on the ground that it might cause some complaint among the foreigners in Yokohama, as in Kobe and Nagasaki, but the applicants succeeded in obtaining a charter to reclaim a lot of 30,000 *tsubo* in Honmoku, that for the balance of 80,000 *tsubo* being reserved till after the coming into force of the new Treaties. On this understanding, the applicants forwarded, some time in September, 1897, a new application to the Home Department, which was supported by the Yokohama City Assembly, and endorsed by the Kencho authorities, so that nobody doubted that a charter would be granted to the party. In the meantime, a Tokyo merchant named Mr. Hyamada Shinzo, assisted by some Liberals, formed a party and appeared in the field, as a rival party whose members, according to the *Mainichi*, finally succeeded in approaching the Government and compelling the Premier to promise them a grant of a charter as a return for Mr. Oyama's contributions to the amount of ¥30,000 required by the Government, in the course of the 13th session of the Diet, as a fund for buying votes. *Japan Herald*.

Nagasaki as a Free Port.

In a recent issue we (*Nagasaki Press*) published a report which had found currency in the vernacular press to the effect that the Imperial Government has under consideration the question of opening Nagasaki as a free port.

A press representative interviewed the Commissioner of Customs with the view of ascertaining whether he had any information to impart on this important matter. Mr. Noda stated that he was not aware of any such impending change, and that he thought it extremely probable that some contemplated amendments in the regulations relating to bonded godowns may have given rise to the rumour. These alterations will provide for the establishment of "Free Warehouses," in which goods destined for other ports may be opened and repacked, and will greatly facilitate transshipment business as they will dispense with many of the formalities attaching to the present system.

"Any reforms which will remove some of the superfluous 'red tapeism,' so unnecessary in the case of transshipment cargo, will be welcomed by this community and it is satisfactory to learn from an authentic source that the Financial Department is turning its attention to the simplification of its methods.

What chiefly concerns us, however, in the present article, is the complete opening of the port, and we can conceive it to be very possible that the heads of the State may not as yet have formulated their scheme to the length of imparting it to the executive officials. There are good reasons why such a step might well be engaging the attention of the Japanese Ministry. It is only quite recently that the Russians have announced their intention of opening Tallienwan to international trade, while the newly acquired German port of Kinohow has been running on the same lines. Neither of these Governments can be supposed to have been actuated by a benevolent desire to adopt a liberal policy, and it is well known that in declaring for free trade the ultimate object has been to attract to themselves some of the prosperity enjoyed by Hongkong.

With these rivals in the field, the expediency of opening one at least of the Japanese ports is worthy of consideration, nor would the country lose in revenue or prosperity by this action. On the contrary, it is beyond questioning that the volume of trade attracted to the port would bring in its train other means of raising revenue for the Japanese exchequer more than sufficient to counterbalance the amount sacrificed by the loss of a trifling sum in customs duty.

We assume that if such a course was decided upon, Nagasaki would be the port selected for the experiment, for apart from its manifest natural advantages rendering it the best seaport in the Empire, it is more favourably situated geographically, being nearer to the Chinese and Korean ports, while it has a closer connection with external trade than either Yokohama or Kobe. We venture to disagree with the Commissioner of Customs as to the impracticability of the scheme from a Customs point of view. He is perhaps not aware that the free port of Hamaguchi was satisfactorily worked by means of a "cordon" encircling the city, and with the very few means of egress from Nagasaki we can see no practical difficulty from this standpoint.

We cordially trust that the rumour has some foundation of truth in it, and anxiously await further developments.

LATE TELEGRAMS.

[From Japanese Sources.]

Storm at Otaru.

OTARU, October 19th.
On the 17th inst. Otaru was visited by a severe storm. The water rose 25 feet, the waves rolling over the coast. Not a place escaped without being damaged in one way or another. Eight houses and 28 bridges were swept away, and 50 houses were partly submerged. Considerable damage was also done to the local shipping, and to the railway between Otaru and Zenbako. Railway communication, which was interrupted, has been resumed.

A Steamer Aground.

NEMUKU, October 19th.
The steamer *Toshima*, 75 tons, was driven on a shoal during the storm. There is no loss of life. The steamer may be floated again.

The Crown Prince's Departure.

NUMAZU, October 19th.
H. I. H. The Crown Prince left for Kobe on board the *Asama* at 1.40 p.m. to-day. The

cruiser was escorted by the *Yokohama*, *Atsuta*, and *Takatsuki*, the pick of the Japanese cruisers.

The Masanpo Affair.

SAIGU, October 19th.
The Russian Minister, on receipt of the final reply from the Korean Government, referred the matter home. Pending the arrival of instructions from St. Petersburg, there is a temporary lull.

The Latest Peking Telegram.

PEKING, October 19th.
The Russian Minister has resented the apparent estrangement of China from Russia, such evidence being furnished by the despatch to Japan of the secret mission, etc. Another report has it that Russia wants China to buy a large number of rifles and ammunition from Russia.

PHILIPPINE NEWS.

The following are taken from the *Manila Times* of the 23rd and 24th ult.:—

BIG FIGHT AT CALAMBA.

While everything was tranquil on the north line the day before yesterday the boys stationed at Calamba were having a warm time in the old town, or rather out of it.

They advanced from Calamba on the insurgent entrenchments in the vicinity. A heavy fight resulted, and the rebels fought stubbornly though they were at last compelled to give way under the fearful fire of our men. The artillery was brought into play and the trenches raked with shot and shell causing the enemy to flee in disorder.

Not satisfied with merely routing the enemy the American forces took up the chase and pursued them for three miles into the country, losing them in the dense jungle of the hills which skirt the lake.

The enemy's loss is estimated to be very heavy and the American loss was one killed and six wounded. The report which had spread about town to the effect that our casualties were between 20 and 30 proved to be unfounded upon inquiry in the proper channels, and the above figures are the total extent of our loss.

The hospital launch *New York* went up to Calamba yesterday morning to bring down the dead and wounded.

AGUINALDO'S SHREWDNESS.

JARO (Panay) P. I. October 19th.
Aguinaldo's shrewdness in directing his trusted lieutenants on Panay Island to arrest General Amiana and thus end all possibility of negotiations for a surrender of the Filipino army and its arms and ammunition, seemed to have accomplished the purpose intended, and it can be said that all hopes of the United States troops peacefully occupying rebel territory has been, for the time being, abandoned. It is understood that the victims of the Dictator's shrewd coup, Amiana and President Yusay, are now both at liberty on honour of parole and are exercising absolutely no power. They are closely watched by General Delgado's secret police to prevent any communication with the U. S. Army.

Gen. Pulion has already inaugurated a more active policy in the conduct of the war than was in force before the Tagalos resorted to the high-handed plan of assuming entire command, and on the night of the 14th hostilities were suddenly renewed. Shortly after taps that night the rebels suddenly appeared in considerable force across the Jaro river and the skirmish line poured in several volleys to which the United States troops responded. At midnight the rebels had advanced to within 200 yards and a heavy fire was exchanged. There was a call to arms. Under the order of Major C. R. Paul, commanding the First Battalion of the 18th Infantry, large forces went to reinforce the outposts and the entire garrison turned out ready to resist the attack. But the rebels suddenly withdrew and the forces were ordered back to their quarters. There were no casualties. All day Sunday there was a feeling that the rebels might rashly undertake to capture the town but they have been as quiet as church mice ever since, although industriously engaged in constructing block houses and trenches beyond the Santa Barbara road outposts.

Gen. Pulion evidently has some brave and crafty secret service agents. A posse of his signal corps were detected signalling out to the enemy from houses in Jaro, using colored lanterns while the attack was being made. Two of them were caught bloody-handed as they were suspected of being part of the signal squad. One officer escaped. The case is a clear one and the spies will probably be punished according to their deserts.

While the attack was being made here, simultaneous attacks were made on Molo and La Paz, and acting Major Warwick had a busy night of it at Molo. At La Paz a sergeant became separated from his squad and did not turn up until Sunday afternoon. In a hand to hand encounter he was being made, he killed one before accomplishing his escape. Unusual vigilance is being exercised all along the frontier to guard against any surprises, but it is generally believed the attack on Saturday night was simply got up by the rebel commanders to afford their impatient and discontented "braves" a little diversion, to sort of let off steam, while they wait for the influx of the vast army Aguinaldo has promised to send to Panay and the "unrolling of the bloody scroll," which General Pulion promised in his speech at Santa Barbara, a short time ago, after intimidating the Bisayas who had been enraged into an outbreak by the ill-timed duties of the Tagalos on the way the Bisayas had been robbed by their emboldened leaders.

There is a remote possibility that a foolhardy attack will be made—an attack in earnest. It can be predicted that, if one is made, the comic ballad singers will get a reception that will speedily change their song into a death march.

COST OF THE BIG YACHT RACE.

The following account of the two great sloops, the *Shamrock* and the *Columbia*, taken from the yachting number of the *New York World* will well repay perusal.

That is the Bill Under Sam, will be pleased to settle next fall. But really the money will be merely taken out of one pocket and put into another. First the yacht designers and builders get a share of this million. Sailmakers, riggers, skippers and crews all get a share of it. First the ardent devotees of the sport make a lavish outlay, but the sums they expend, enormous as they are, will be exceeded by the sum that comes of the host who "go to the races." The fares paid by the spectators in three or perhaps five international races amount to \$300,000.

At the last international yacht race crowds and crowds of visitors came to the metropolis and the hotel men benefited to the extent of at least \$500,000. But it is the real participants—the Liptons and Pierpont Morgans and Isidors—whose expenditures are interesting. Take the challenger first. The *Shamrock* will cost Sir Thomas Lipton \$125,000 (and that is less than the cost of producing the *Columbia*). The beautiful steam yacht *Erin* (formerly the *Agassiz*) cost him \$375,000. She will convey the *Shamrock* across the Atlantic and the

guests of Sir Thomas could have no more magnificent entertainment than she will offer. The *Erin* is 205 feet long and is about a thousand tons. She has been lavishly refitted at a cost of \$150,000. Her saloon, by the way, has been decorated with pictures of all the yachts that have contested for the American cup. The cost of racing the *Shamrock* and keeping her in commission will be little short of \$35,000, if a fair allowance is made for contingent expenses, extras etc.

The *Columbia* cost probably \$150,000 as she was when the Herreshoffs turned her over to Mr. Iselin. This sum includes the fancy price paid for designing her, for haste and superior materials used in construction, for sails, spars, rigging and stores. Here are some of the items as compiled by A. J. McVey, the yacht designer and writer of Boston: Tobin bronze, nickel steel, &c., \$13,000; castings, bolts and screws, \$3,000; frames, deck beams, ties, straps, &c., \$4,000; steel spars—mast, \$1,000; boom, \$1,300; gaff, \$1,100; bowsprit, \$600; total \$4,000. Rigging \$3,000; joiner work, hatches, companion ways, fittings, \$4,000; pine deck laid, \$3,000; lead, 90 tons, \$8,000; sails complete, made, \$8,000.

The skipper of the *Columbia* will doubtless receive \$5,000 for the season and a present if she defeats the *Shamrock*. The mate will get \$100 a month. Each of the thirty-two sailseamen will get \$30; second mate, \$40; and four quarter-masters, \$35 apiece. Food will cost approximately \$600 a month while she is in commission. The tender which will follow the *Columbia* all season, accommodating her crew at nights and carrying extra spars etc., will cost about \$4,000 for the season. Then the dockage, repairs, alterations, towage and incidental expenses of the *Columbia* will amount to say \$18,000 more.

The New York Yacht Club has appropriated \$16,000 for the Regatta Committee, but hosts like Sir Thomas Lipton, J. P. Morgan and the Isidors will spend more than that sum individually in entertaining. Thus a rough estimate of what the cost of the international yacht race is, approximately \$1,000,000.

SHIPPING REPORTS.

Captain A. E. Hodgins, of the steamship *Hutchings*, from Coast Ports, reports:—Moderate to fresh monsoon throughout. Steamers in Amoy on the 30th ult.:—*Venchen*, *Swatow* and *Salvadora*. In Swatow on the 31st:—*Machew*, *Trym*, *Pechili*, *Fausang* and *St. Hellens*.

NOTANDA.

CALENDAR.

OCTOBER.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.982
Thermometer 76.2
Humidity 71
Rainfall5794

TO-DAY.
On date to 10 a.m. On date to 4 p.m.
Barometer 30.12 30.05
Temperature 77 75
Humidity 68 74
Rainfall — —

TO-DAY.
Wednesday, 1st November, 1899.
Chinese—28th of 9th moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 6min.
Sets 5hr. 22min.
Moon—In Equator 4hr. 5min.
High water—Morning 7hr. 18min.
Afternoon 7hr. 27min.
Low water—Morning 1hr. 29min.
Afternoon 1hr. 11min.

ANNIVERSARIES.
1841—The Emperor ordered the defences of Taku and Tientsin to be strengthened.
1843—The Morrison Education Society's School opened.
1845—Temporary Government House completed.
1853—Russia declared war against Turkey.
1854—The discovery ship *Enterprise* arrived in Hongkong from the Arctic Ocean.
1856—War between England and Persia commenced.
1858—The Queen proclaimed direct ruler of India.
1876—The port of Quin-hon, Annam, opened to foreign trade.
1896—Death of Alexander III., Czar of Russia. Collision between steamers *Afgan* and *Asama* at Yokohama.
1898—United States demanded the cession of the whole of the Philippines Island.

TO-MORROW.
Thursday, 2nd November, 1899.
Chinese—29th of 9th moon of 25th year of Kwang-shi.
Sun—Rises 6hr. 6min.
Sets 5hr. 22min.
Moon—In Equator 4hr. 5min.
High water—Morning 7hr. 18min.
Afternoon 7hr. 27min.
Low water—Morning 1hr. 29min.
Afternoon 1hr. 11min.

ANNIVERSARIES.
1858—India proclaimed an Empire.
1884—Chinese lighthouse tender *Fei-ho* captured by the French.
1888—Taitam Water Works completed.
1890—Explosion of the Government powder mills at Taining-fu; 300 lives reported lost and 1,000 houses destroyed.
1893—Arrival at Hongkong of Mr. W. R. O'Connor, the new British Minister to China.
1896—Li Hung-chang sentenced to forfeit 1 year's pay for trespassing in the Imperial Park.
1897—Death of Sir Rutherford Alcock, K.C.B.
1898—Destructive fire at Hankow, 400 houses burnt down.

SHIPPING AND MAIL NEWS.

MAILS DUE.
French (*Yarra*) 5th inst.
Indian (*Kimsang*) 6th inst.
Australian (*Australian*) 7th inst.
American (*America*) 11th inst.
Australian (*Chingta*) 12th inst.

The steamer *City of Dublin* arrived at Yokohama and sailed to-day for Tacoma.

The steamer *Chazur* from Japan, China ports Hongkong arrived in New York on the 31st ultimo.

The steamer *Kumang* from Calcutta and Straits left Singapore for this port on Tuesday 31st Oct. at 6 p.m.

The E. & A. Co.'s steamer *Australian* from Sydney left Port Darwin via Timor and Manila for this port on the 28th ultimo.

The M. M. Co.'s steamer *Yarra* with the next French mail will leave Saigon to-day, Wednesday, at midnight for this port.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle of Cuba.....at Kowloon Dock.
Isle de Luzon....."....."
Simla....."....."
Liberal....."....."
U.S.S. Oregon....."....."
H.M.S. Endeavour....."....."
Yuen-sang....."....."
Independent....."....."
Culgoa....."....."
Parrach....."....."
D. Juan d'Austria.....Cosmopolitan
Mongkut....."....."
Taichang.....".....Aberdeen

PASSED THE CANAL.

Outward—10th October—*Ayr Imenens*, *Konigsberg*, 13th October—*Benlond*, *Isaba Maru*, 17th October—*Tantala*, *Arab*, *Avola*, *Queen Cristina*, 20th October—*Purocos*, *Scotia*, *Telena*, 24th October—*Amelia*, *Asama*, *Calania*, *Khalif*, *Konig Albert*, *Singapore*, 27th October—*Denalder*, *Glenarney*, *Oceanian*, *Kamakura Maru*, *Kirkie*, *Norman Isles*.

Homeward—24th Oct.—*Canton*, *Pyrhus*, *Alesia*, *Kanagawa Maru*, 27th October—*Trieste*, *Pisa*.

SWATOW WEEKLY SHIPPING REPORT.

(28th October, 1899.)

ARRIVALS.
Date. Vessel. Where from. Agents.
Oct. 21st *Kwang*.....Shanghai & Amoy.....B. & S.
22nd *Formosa*.....Hongkong.....J. M. & Co.
23rd *Haiman*.....Amoy.....B. & S.
24th *Tamara*.....Hongkong.....B. & S.
25th *Beidong*.....Hongkong.....J. M. & Co.
26th *Tamara*.....Shanghai.....B. & S.
27th *Formosa*.....Amoy.....B. & S.
28th *Deva*.....Hongkong.....B. & S.
29th *Deva*.....Hongkong.....B. & S.
30th *Deva*.....Hongkong.....B. & S.
31st *Deva*.....Hongkong.....B. & S.
1st *Deva*.....Hongkong.....B. & S.
2nd *Deva*.....Hongkong.....B. & S.
3rd *Deva*.....Hongkong.....B. & S.
4th *Deva*.....Hongkong.....B. & S.
5th *Deva*.....Hongkong.....B. & S.
6th *Deva*.....Hongkong.....B. & S.
7th *Deva*.....Hongkong.....B. & S.
8th *Deva*.....Hongkong.....B. & S.
9th *Deva*.....Hongkong.....B. & S.
10th *Deva*.....Hongkong.....B. & S.
11th *Deva*.....Hongkong.....B. & S.
12th *Deva*.....Hongkong.....B. & S.
13th *Deva*.....Hongkong.....B. & S.
14th *Deva*.....Hongkong.....B. & S.
15th *Deva*.....Hongkong.....B. & S.
16th *Deva*.....Hongkong.....B. & S.
17th *Deva*.....Hongkong.....B. & S.
18th *Deva*.....Hongkong.....B. & S.
19th *Deva*.....Hongkong.....B. & S.
20th *Deva*.....Hongkong.....B. & S.
21st *Deva*.....Hongkong.....B. & S.
22nd *Deva*.....Hongkong.....B. & S.
23rd *Deva*.....Hongkong.....B. & S.
24th *Deva*.....Hongkong.....B. & S.
25th *Deva*.....Hongkong.....B. & S.
26th *Deva*.....Hongkong.....B. & S.
27th *Deva*.....Hongkong.....B. & S.
28th *Deva*.....Hongkong.....B. & S.
29th *Deva*.....Hongkong.....B. & S.
30th *Deva*.....Hongkong.....B. & S.
31st *Deva*.....Hongkong.....B. & S.

DEPARTURES.
Date. Vessel. Destination. Agents.
Oct. 21st *Tai-chow*.....Bangkok.....B. & S.
22nd *Canton*.....Shanghai.....J. M. & Co.
23rd *Kwang*.....Hongkong & Canton.....B. & S.
24th *Tamara*.....Amoy.....J. M. & Co.
25th *Formosa*.....Hongkong.....B. & S.
26th *Haiman*.....Hongkong.....B. & S.
27th *Beidong*.....Hongkong.....J. M. & Co.
28th *Tamara*.....Shanghai.....B. & S.
29th *Formosa*.....Amoy.....B. & S.
30th *Deva*.....Hongkong.....B. & S.
31st *Deva*.....Hongkong.....B. & S.
1st *Deva*.....Hongkong.....B. & S.
2nd *Deva*.....Hongkong.....B. & S.
3rd *Deva*.....Hongkong.....B. & S.
4th *Deva*.....Hongkong.....B. & S.
5th *Deva*.....Hongkong.....B. & S.
6th *Deva*.....Hongkong.....B. & S.
7th *Deva*.....Hongkong.....B. & S.
8th *Deva*.....Hongkong.....B. & S.
9th *Deva*.....Hongkong.....B. & S.
10th *Deva*.....Hongkong.....B. & S.
11th *Deva*.....Hongkong.....B. & S.
12th *Deva*.....Hongkong.....B. & S.
13th *Deva*.....Hongkong.....B. & S.
14th *Deva*.....Hongkong.....B. & S.
15th *Deva*.....Hongkong.....B. & S.
16th *Deva*.....Hongkong.....B. & S.
17th *Deva*.....Hongkong.....B. & S.
18th *Deva*.....Hongkong.....B. & S.
19th *Deva*.....Hongkong.....B. & S.
20th *Deva*.....Hongkong.....B. & S.
21st *Deva*.....Hongkong.....B. & S.
22nd *Deva*.....Hongkong.....B. & S.
23rd *Deva*.....Hongkong.....B. & S.
24th *Deva*.....Hongkong.....B. & S.
25th *Deva*.....Hongkong.....B. & S.
26th *Deva*.....Hongkong.....B. & S.
27th *Deva*.....Hongkong.....B. & S.
28th *Deva*.....Hongkong.....B. & S.
29th *Deva*.....Hongkong.....B. & S.
30th *Deva*.....Hongkong.....B. & S.
31st *Deva*.....Hongkong.....B. & S.

SHIPPING.

ARRIVALS.
OANPA, British steamer, 1,970, J. A. Davies

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 3rd Nov., at Noon.
INARA MARU W. Bainbridge	YOKOHAMA (DIRECT)	FRIDAY, 10th Nov., at 4 P.M.
IDZUMI MARU M. J. Currow	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe & YOKOHAMA	THURSDAY, 16th Nov., at 4 P.M.
BINGO MARU G. E. T. Cook	MARSEILLES, LONDON and ANT- WERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th Nov., at Noon.
KOSAI MARU J. Nagao	VLADIVOSTOK, via SWATOW, AMOI, SHANGHAI, WEL-HAI-WEI, CHIEFOO, CHENULPO & NAGASAKI	THURSDAY, 23rd Nov., at Noon.
KASUGA MARU E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 24th Nov., at 4 P.M.

* Through Passenger-Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st November, 1899.

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Post Port Orders Received.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.

1247a]



SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, &c.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories

Laboratories of Druggists - Essences Factories

STEAM KITCHENS

EGROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS

SUCH AS

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:-

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the

EMPIRE OF CHINA:-

WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road

Central, Hongkong.

CHEAP SALE

WITH

20% REDUCTION.

JAPANESE CURIOS,

Except

SILK PICTURES

AND

PHOTOES.

DURING 10 DAYS.

Commenced on from the 24th Oct.

D. NOMA,

No. 12, Beaconsfield Arcade,

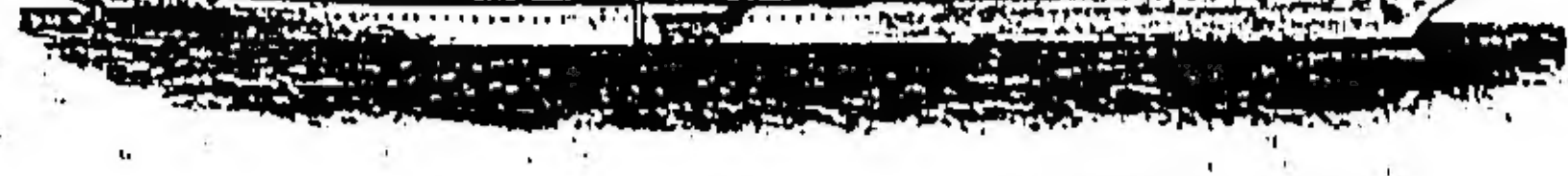
Opposite the City Hall.

Hongkong, 24th October, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROJECTED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 23th October, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via

Shanghai, Nagasaki,

Kobe, Inland Sea,

Yokohama & Honolulul)

Tuesday, 14th Nov.,

at Noon.

HONGKONG MARU (via

Shanghai, Nagasaki,

Kobe, Inland Sea,

Yokohama & Honolulul)

Saturday, 9th Dec.,

at Noon.

NIPPON MARU (via

Shanghai, Nagasaki,

Kobe, Inland Sea,

Yokohama & Honolulul)

Wednesday, 3rd Jan.,

1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA and HONOLULU, on

TUESDAY, the 14th November, at Noon,

taking Freight and Passengers for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and other direct connecting Railways and from

Chicago to destination, the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for transpor-

tation to Yokohama and other Japan Ports,

U.S. San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4

P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.

same day; all Parcel Packages should be

marked to address in full; value of same is

required.

Consular Invoices to accompany Cargo des-

tined to Points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899.

[12910]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3 1/2 A.L.I. American Ship

"ST. MARK,"

Dudley, Master, shortly expected from MANILA

will load here for the above Ports and will have

quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & CO.

Hongkong, 20th September, 1899.

[1198a]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

LERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated

CLEMENT, HUBER and GLADIATOR Co., Ltd.,

DUNLOP TYRES, BICYCLES—PRICE, \$150.

A special reliable Watch made for this Climate.

Quality A.....\$160

Quality B.....\$120

40, QUEEN'S ROAD.

Watson's Building.

[12910]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUERZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN and HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA and BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, and SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH

BILLS OF LADING FOR THE PRIN-

CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern.....Wednesday 8th Nov.

König Albert.....Wednesday 13th Dec.

Prinz Heinrich.....Wednesday 27th Dec.

Preussen.....Wednesday 10th Jan.

Sachsen.....Wednesday 24th Jan.

Sachsen.....Wednesday 17th Feb.

Oldenburg.....Wednesday 21st Feb.

Bayern.....Wednesday 7th March.

Stuttgart.....Wednesday 21st March.

König Albert.....Wednesday 4th April.

Weimar.....Wednesday 18th April.

Prinz Heinrich.....Wednesday 1st May.

Preussen.....Wednesday 16th May.

Hamburg.....Wednesday 30th May.

ON WEDNESDAY, the 8th day of Nov.,

1899, at 9 A.M., the Company's Steam-

ship "BAYERN," Captain E. Pohn, with

MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port as above, calling

at NAPLES and GENOA.

Shipping Orders will be granted till NOON

on MONDAY, the 6th November. Cargo and Specie

will be received on board until 5 P.M. on

TUESDAY, the 7th November, and Parcels will

be received at the Agency's Office until NOON

on TUESDAY, the 7th November. Contents of

Packages are required. No Parcel Receipts

will be signed for less than \$2.50 and Parcels

should not exceed Two Cubic Feet in

Measurement.

The Steamer has splendid Accommodation

and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 13th October, 1899.

[1293a]



THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's

Mails, will be despatched from this Port for

BOMBAY, &c., on SATURDAY, the 11th

November, at Noon, taking Passengers and

Cargo for the above Ports.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo (under arrangement)

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 30th October, 1899.

